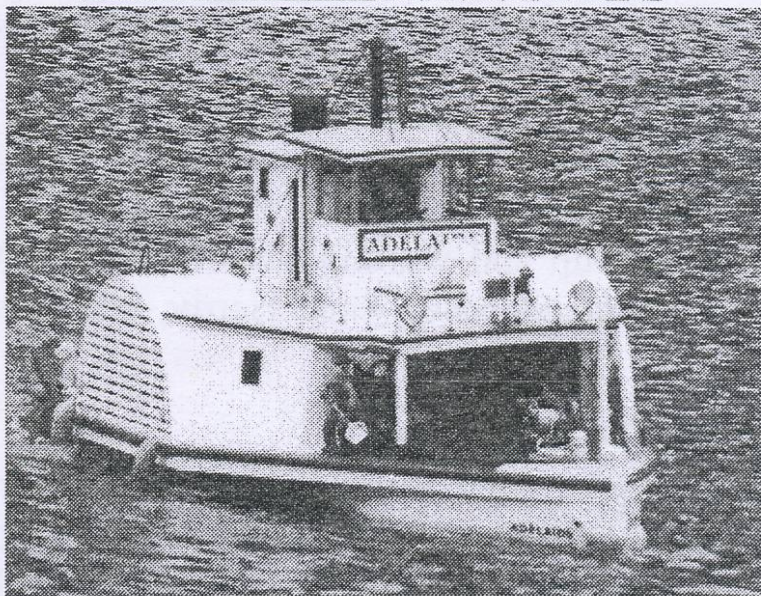
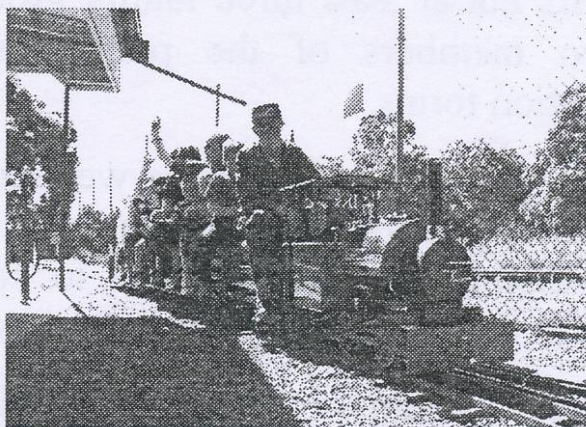




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(This bulletin is issued for information only)

Club Happenings

By the President

Sunday Field Day 5th May 2013

The forecast of showers did not eventuate and while the temperature did not get much above 20°C a quite a large crowd (about 430 plus children under 3 years) turned up and all seemed to enjoy the day. Again pleasant comments were passed about the grounds and organisation. Four birthday parties provided lists but at least three family groups were also evident. Two members of the public asked for membership application forms.

With 4 off 7 1/4" locos and 4 off 5" locos we were a little down on loco numbers but with several members interstate or overseas the available drivers were able to keep rides moving so the queues at the stations were no excessive.

The pond featured 7 member's boats but with some bringing more than one, the pond provided a great attraction between rides.

The canteen did very well being very busy with only three ladies available but when Alan Hardy volunteered to cook chips service picked up and waiting time reduced. Many thanks to Jackie Monteodorisio, Anne Hardy, and Alan for great work.

Saturday Field Day 17th May 2013

Despite a foreboding sky and a not very promising forecast we attracted a moderate size public attendance. A major benefit for the public was short queues and as many rides as possible in the open time.

Forty three members attended with four 7 1/4" gauge locos. It is really great to have these back, eight 5" gauge locos and eleven boats.

Con't

The canteen was staffed by Jackie Monteodorisio, Nicki Mere, Anne Hardy, and Christine Lyas. Thank you ladies.

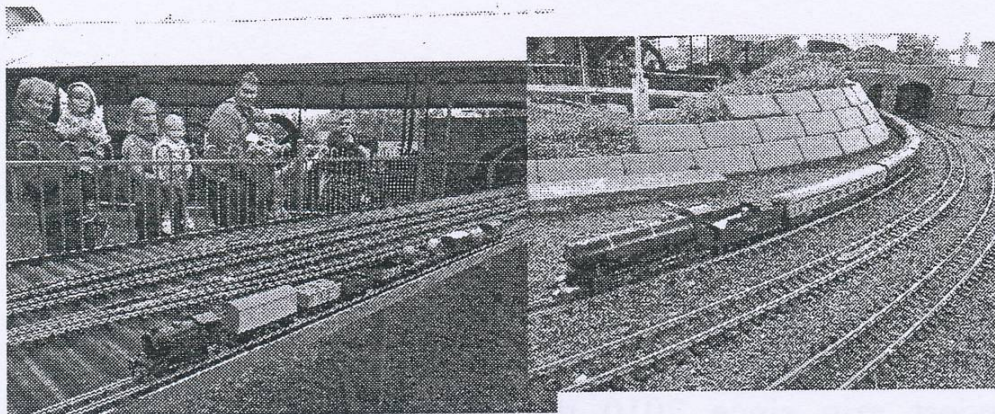
Sunday Field Day 2nd June 2013

After several days of rain and showers including the heaviest rain since 2010 the day dawned overcast but remained fine all afternoon. The public attendance was less than we experience in summer but average for winter. These were only three birthday parties.

Thirty three members attended. There were four 71/4" locos, five off 5" locos and 9 boats in attendance.

For the first time we were able to run our Garden Gauge track using all our own track. Previously, some track was borrowed from Brenton and Cameron Dickers. Many thanks boys. Trains were provided by Allan Wallace and Brad Cottle. Ian Foster brought his loco but got caught up with station duties and driving 71/4" locos. At this stage I would like to thank all those who contributed to the construction of the Garden Gauge setup. Max Shuard for the impetus, John Monte for championing the start in SASMEE and helping with construction and Allan Wallace for the CAD work. Those regularly attending construction were Max Shuard, Allan Wallace, Brad Cottle, Brenton and Cameron Dicker, Ian Foster, Matt Leslie, Josh Driscoll, and John Foster.

Con't



The canteen did very good business with hot chips in demand. Staffed by Jackie Monteodorisio, Anne Hardy, Toni Offler and Tigan Many thanks ladies and Tigan.

Prior to the start of the start of public rides the 5" loco drivers gathered to discuss the best way of adding an extra lifter to the revise steam up bay. The collective decision was to purchase a manual hydraulic pallet lifter, mount this on a frame similar to the current lifter but detachable, so that it can be used in other areas as necessary. A suitable lifter was purchased on the 12th June and will be modified to suit.

Saturday Field Day 15th June 2013

A cool but sunny day, with a large attendance. There were eight birthday parties which swelled the numbers. Four 7 1/4" locos and five 5" locos coped well with the numbers and kept queues to a manageable length. Eight boats competed for pond space and garden gauge locos by Bob Smith, Allan Wallace, and Ian foster provided amusement and interest for the public.

The canteen did exceedingly well selling out of hot dogs, hot chips and canned drinks. Jackie Monte, Anne Hardy, Chris Lyas Tony and Shirley Mundy were kept very busy and had to call in for assistance in cooking chips.

Auction and Safety Valve Run 29th June 2013

Each year SASMEE runs a Safety Valve, fun run day in mid-winter to cheer us all up. This year we were asked to sell, on commission, the model materials and equipm from a deceased estate. Due to the quantity involved other clubs were invited, with good attendance. After a sausage sizzle lunch the auction ran from 1 PM to late afternoon with almost all items sold.

At the same time SASMEE members not taking part in the auction commenced running their locos. At 5-30 PM running stopped for a dinner of soup, chicken salad, cheese cake gateau and buns. Washed down with hot drinks, which was greatly appreciated. Many thanks to John and Jackie Monte for organising the meals and Toni Offler, Shirley Mundy and Lynn Leslie for serving.

After dinner trains continued well into the night. A very successful day.

Sunday Field Day 7th July 2013

The week started with four glorious winter days, temperatures in the high teens and bright sunshine. The next three days were wet, windy and cool. Our run day was in the middle of this weather. Fortunately, we had only one shower during the afternoon which did not interrupt running of the locos but put some birthday parties off.

With three 7 1/4" locos five 5" locos 10 boats and the garden railway running the moderate sized crowd all had an interesting afternoon.

The canteen did a bumper business in hot drinks and hot food. Many thanks to the ladies in the canteen.

Bendigo Model Engineering Exhibition.

by Bill Coles.

This year the Bendigo Exhibition was the 10th that has been held, this being spread over 20 years due to alternate yearly intervals. The weekend exhibition is held in the Kangaroo Flat Civic centre.

This year featured a good rollup from SASMEE with John Davey, John Lewis, Jeff and Dawn Schaefer, Michael Moyes together with Bill Coles all attending both the Saturday and Sunday.

This is an exhibition of a wide and diverse range of show exhibits together with trade stands of which you can top up your supplies. The standard of workmanship on display is such that it caters for all levels so that anyone showing should not be deterred. Questions are welcomed from both the public and like minded exhibitors and one can learn much from a whole range of display classes.

There is usually a show of operating models. Ignition engines feature in a dedicated outside area, this year three aircraft engines ran for the public and a scale German armoured tank that had to be seen to be appreciated, held the crowds attention. Meccano exhibits had a large showing with some superb working profiles. One can purchase a very wide range of tooling/materials/castings books etc. Components for Diesel/electric type locos were very much in evidence complimented by some mouth watering scale live steam components.

A number of kindred clubs had display stands which, as one would expect featured the work of their members. Here one could establish an idea or two for a future project. Catering, to a good standard is on site.

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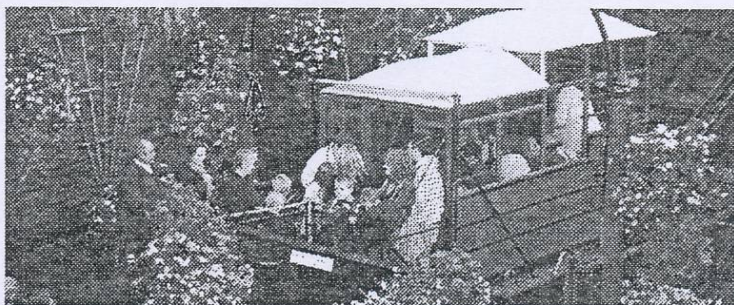
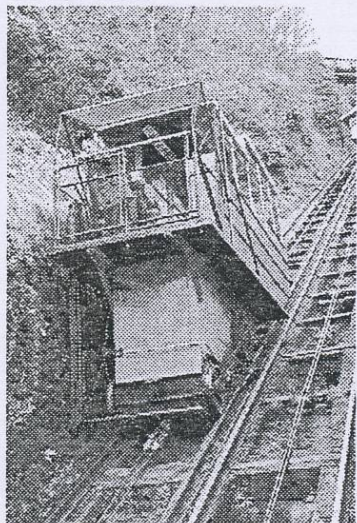
The Saturday evening is taken up with a social get together with exhibitors and partners at a local venue. Fairly relaxing after spending a day looking, talking, photographing and spending money on that tool you just had to have, then coming in on the Sunday to do it all over again.

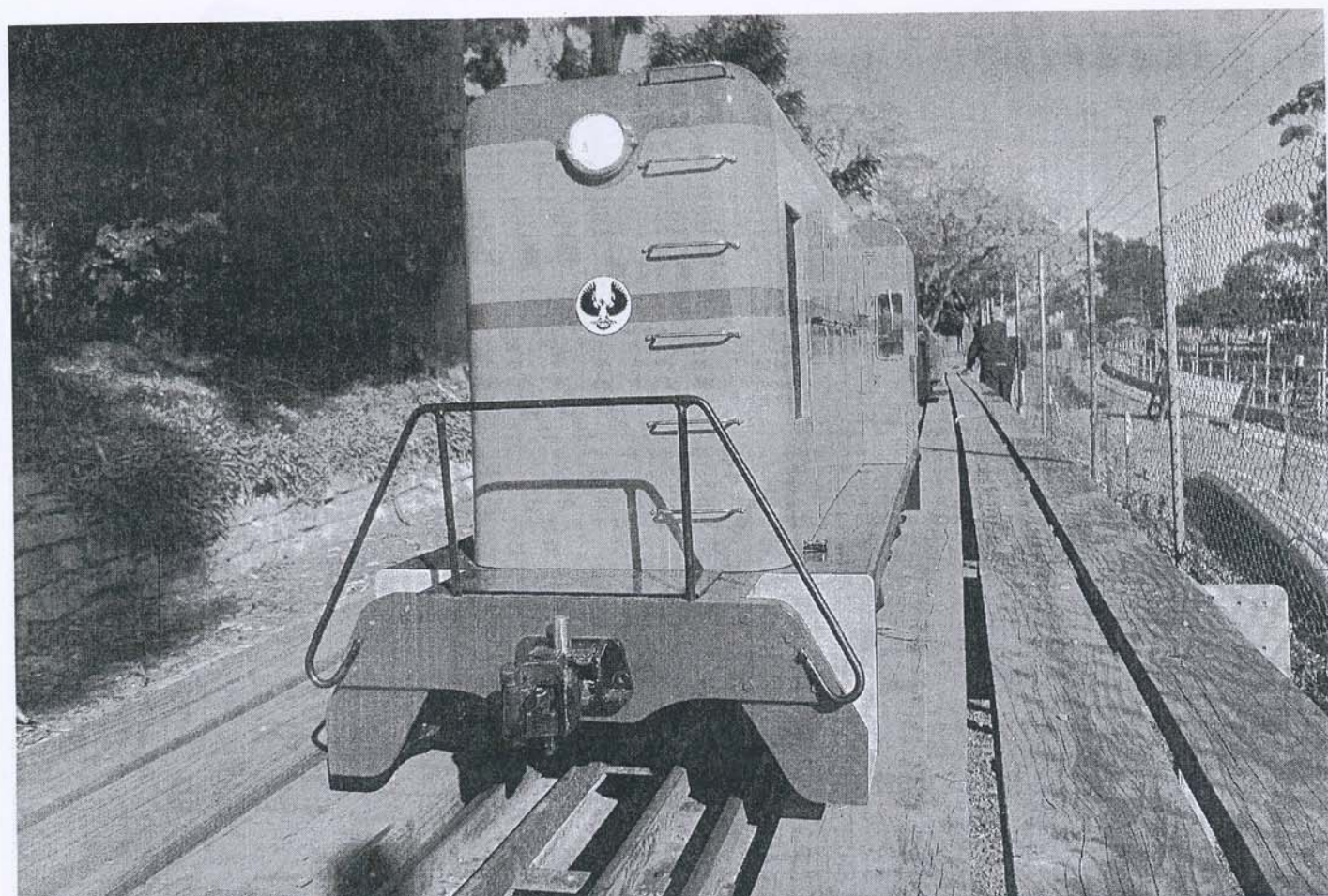
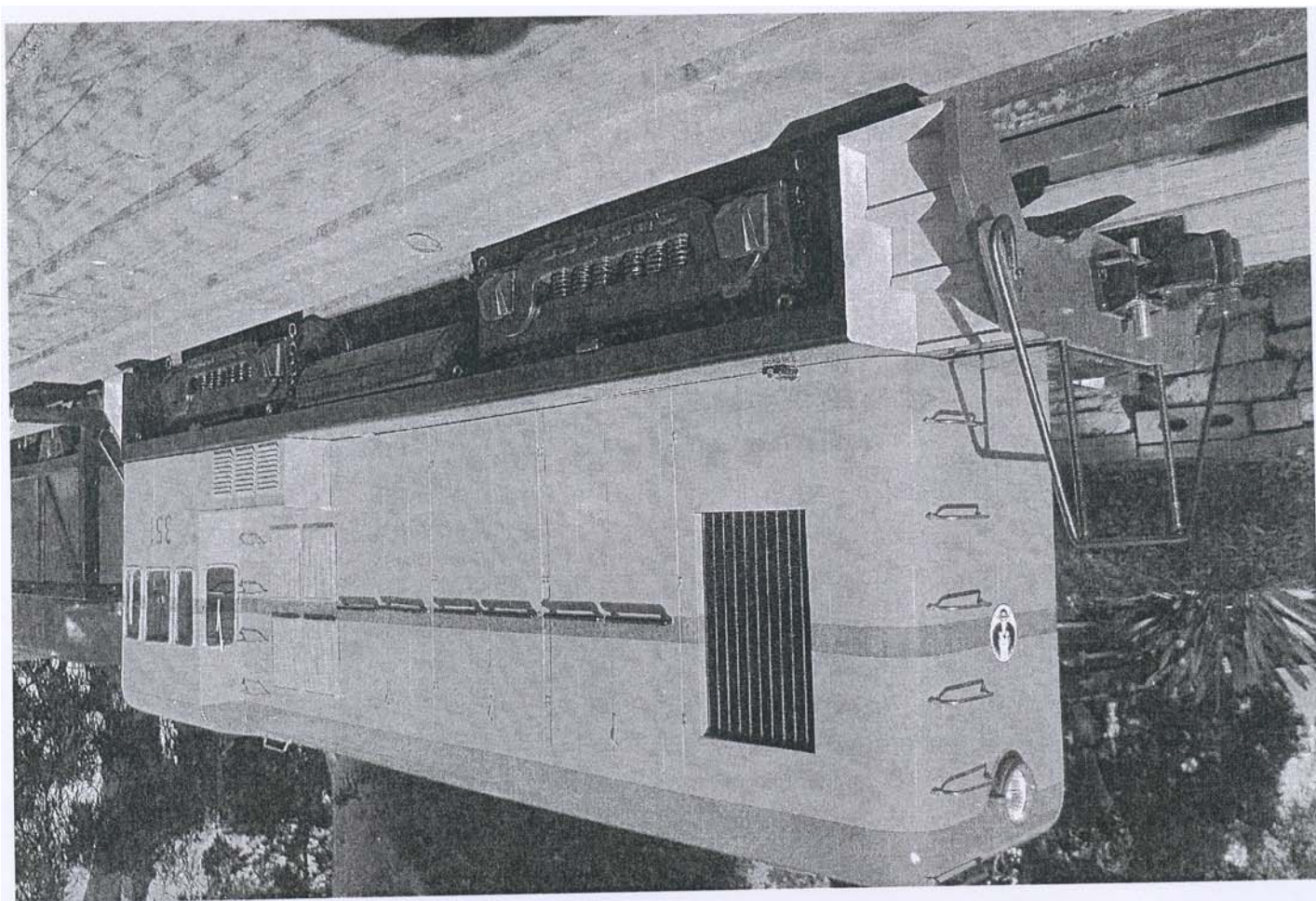
I think the group that went enjoyed the show plus taking in objects of such a standard that left one wondering. The bonus being that the person who made it was quite prepared to tell you how he/she did it.

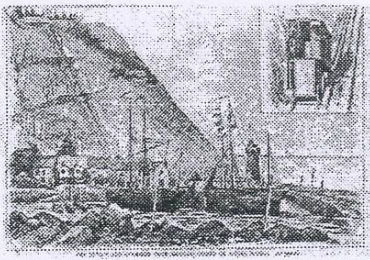
The Bendigo Show is about 8 hours from Adelaide. There is plenty of accommodation in the area, but book early for a good show.

***A Very Unusual Railway. Lynton – Lynmouth Cliff
Railway powered by Water and Gravity.***

Found this in a TV program and decided to follow up on the Internet.







History

The towns of Lynmouth and Lynton in the south of England are separated by a high and steep slope. Because land transport in the 1800 was very difficult the towns received their essential supplies by sea. The problem was then to get these supplies up to Lynton at the top of the slope. Pack animals were used but the path and slope severely taxed the poor animals.

Someone unknown proposed a tramway between the two towns. From 1820 the area became a holiday area with a tourist influx.

Today road access is much improved and the tramway is mainly used for tourists.

Con't.

How it Works.

There are two parallel tracks and two identical cars; one on each track. These cars are linked by a cable and are fitted with brakes. Under each car is a water tank. Initially each tank is filled with water. After the cars are loaded water is released from the lower car until it is lighter than the upper car. Brakes are then released and gravity takes over with speed controlled by the brakes. Installed in the 1800s it is still working to this day. The tramway is allowed 60,000 gallons of water per day to operate. *Not likely to be duplicated in Australia!*

350 Class, Club Loco.

Builder, John Monte.

The 350 class loco, #351, had its first official run at SASMEE on the 29th of June 2013. The loco went very well with many members having their introductory lessons. I would like to thank some of the members who helped in the construction of this loco.

Matt Leslie---painstaking effort to find the right colour, spray painting and support.

Simon Huntington--- great guillotine and painting shed, even though it was 40 degrees.

Ian Thomas---oxy. set and 100ton press.

Mrs Jackie Mont--- for being supportive when I shorted the wiring loom and had to rewire it all.

Some details:-

2 off 36 volt 750 watt motors.

Both bogies driven.

6 off 12 volt 50 amp/hr batteries.

Uses 4qd electronic controller with regenerative braking

Body is made of 3mm plate steel.

Air horns.

Approximate weight, 350 kg's.

See attached photos for John's superb effort.

Notes from the Boiler Inspectors.

Gauge Glasses.

As a result of the last meeting of AMBSC, it was resolved that as part of the change to four yearly boiler examinations, that the glass of the water gauge shall be replaced at each inspection.

The reason for this is the thinning of glass due to movement of water in the glass. Water and the chemicals dissolved therein have a capacity for slowly dissolving glass. Therefore, in order to expedite future inspections, all boilers must present for steam test with new gauge glass fitted.

Boiler cleanliness and inspection

When a boiler is due for hydraulic and/or visual inspection, it must be cleaned as much as possible to remove accumulated soot and ash from the firebox, and smokebox. The grate is to be removed, and if possible, the ash pan should also be removed. Tubes are to be brushed clean of excess soot. Soot accumulation can be significantly reduced during service, by periodically blowing through with a compressed air lance – especially the superheater flues.

To save time (yours and the boiler inspectors), and the scrutiny of the inevitable onlookers, pre-inspection testing in your own workshop to deal with any leaks should render the official inspection a mere formality. The fittings and regulator are notoriously difficult to have totally water tight, so the fitting of pugs/caps can usefully remove this distraction. Drips from fittings can have the inspector searching out for non-existent structural issues.

Boiler hydraulic test pump.

As per the AMBSC Codes, all boilers presenting for hydraulic testing must be supplied with a male fitting, threaded 3/8" x 26 tpi (Brass). This to have a conical seating (generally made with a largish centre drill).

This is the only fitting on the pump that is fitted with a flexible hose

On the test pump, the following other threads are available;
Female 3/16" x 40 tpi (for most model pressure gauges)

Female 1/4" x 40 tpi

Female 5/16" x 32 tpi

Female 1/8 BSP

In the event that you require a different thread for testing of some other fitting, please come prepared with an adapter fitting (plus hose if necessary) to go between your device and one of the above.

Duplex material (AMBSC Code Part 4)

Boilers to this code can currently be manufactured in NSW under a dispensation granted by Safe Work NSW. It is still unclear if these can currently be used in SA, even when all documentation, and test certificates up to and including hydraulic and proof of satisfactory construction are supplied. Despite a favourable meeting with Safe Work SA, where it was thought an exemption would be provided to enable local manufacture, this did not occur. Negotiations in SA are ongoing aimed at getting a similar exemption to NSW. The current situation is that (we believe) the Duplex code is in the process of being incorporated into the Workcover Australia legislation. Once this actually happens, and is then endorsed by the State Government, manufacture of Duplex alloy boilers will be legally possible in South Australia.

Sub-miniature boilers.

Members who are intending to operate commercially built small gauge locomotives with sub-miniature boilers on public days are reminded that it is necessary for these to be incorporated into the boiler register. A copy of the manufacturers certification is to be supplied to the SASMEE boiler inspector. As it is not generally feasible to check safety valves using a pressure gauge, it is proposed to do this by measuring the boiler temperature at the blow off pressure. The pressure can then be determined from steam tables.

Internal cleaning of Copper boilers.

It is a common practice these days to remove scale etc from the interior of copper boilers by using a Citric Acid solution. Several members have inquired about the process of doing this.

Ideally a solution should be made up of 10 grams of Citric Acid powder (from the local supermarket, health shop, home brew shop) to 1 litre of rain water. A heavily scaled boiler might need a more concentrated solution, or perhaps better, multiple cleanings.

Make up enough to fill the boiler to around 80% capacity. Have the dome cover off to allow thermometer access and for the Carbon Dioxide that results from the acid/scale chemical reaction to get out.

A note of warning – if the boiler is too full, and the heating too vigorous, the boiler might “prime”, which could then spill chemical onto the beautiful paint job, making it not quite so beautiful anymore. Once this is done, use a gas torch to warm the boiler. It is not to be brought to the boil, but to around 75-80 Deg C. Leave the solution at temperature for about 1 hour, and then drain the boiler. Flush with cold

about 1 hour, and then drain the boiler. Flush with cold clean water to remove any remaining sludge. If the boiler has a lot of scale, repeat performances might be required. To keep the now nice and clean boiler that way, make use of the water treatment chemical for copper boilers that is kept in "Fort Knox". This should be used at a rate of 125ml for every 10li of boiler capacity to working level. There is a sheet of information available (copies in the boiler records cabinet) which provides details on the use of this chemical.

Regular blowdown, and/or emptying of the boiler is to be carried out as well.

You might be pleasantly surprised at the steaming rate of a clean boiler.

The above advisory details were compiles by the SASMEE boiler inspectors, Bryan Homann, John Levers and John Montedorisio. Members are urged to take note of the above to ensure compliance for a boiler certificate, combined with efficient steaming.

If you have any queries about pressure vessel design, fabrication or steaming, contact any of the above inspectors for sound advice. Remember, all pressure vessels running for the public must have a certificate

Other things

The results and out- comes of the SASMEE Annual General meeting held on August 13th 2013 will be detailed in the next Bulletin.